

## I-5 – South King County Projects Update

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### Construction Update: I-5 – S. 317<sup>th</sup> HOV Direct Access

Crews continue construction on the S. 317<sup>th</sup> bridge that will connect the I-5 HOV lanes to the new Federal Way Transit Center on the west side of the freeway. Work also continues on the supports for the additional width on the I-5 northbound bridge over Military Road. The additional width will allow us to extend the HOV lanes further south. Last week, crews tested new permanent drainage structures in various locations of the project area, including along the southbound exit ramp to S. 320<sup>th</sup>.

At the end of March, we plan to shift the southbound S. 320<sup>th</sup> exit ramp to the right, next to the retaining walls that we built along the right side of the ramp. Last week, crews paved part of the ramp's new location.

You can view the latest [construction photos](#) on our Web site.

### Construction Update: I-5 James to Olive (Seattle)

In April we will replace the 40-year-old pavement on southbound I-5 through downtown Seattle. This work will require weeknight and weekend lane and ramp closures. To find out more about this project, visit the [I-5 James to Olive Pavement Rehab Web page](#). You can also sign up for e-mail updates on that project, and other I-5 projects in the Seattle area, by sending an e-mail to [I5Seattle@wsdot.wa.gov](mailto:I5Seattle@wsdot.wa.gov) with "subscribe" in the subject line.

### A Smoother Ride on I-5

As part of the I-5 – S. 317<sup>th</sup> Direct Access Project, we're improving the pavement on both northbound and southbound I-5 near S. 320<sup>th</sup>. We generally expect this type of concrete pavement to last 30 to 40 years. The pavement on this section of I-5 is 42 years old.

We needed to move traffic to the temporary roadway in the I-5 median between Military Road and S. 320<sup>th</sup> to build the S. 317<sup>th</sup> bridge. This gave us the opportunity to completely replace the southbound pavement on that section of I-5 with minimal inconvenience to drivers.

On the rest of southbound I-5 in the project area, as well as on the northbound lanes, we're improving the pavement with the dowel bar retrofit technique, which saves about \$55,000 per lane mile over repaving. It also keeps traffic disruptions to a minimum, as we can complete the work with overnight lane closures. This technique to restore the existing pavement provides a smoother ride and helps extend the life of the pavement by 10 to 15 years.

Concrete panels that comprise the surface of the freeway expand and contract with changes in temperature and may move slightly when the weight of vehicles transfers from one panel to the next. As a result, adjacent panels can move toward each other and one panel can push another upward, creating a bump. The panels can also begin to crack or crumble under pressure. Dowel bars help prevent this type of movement and pressure by linking adjacent concrete panels.

We must retrofit existing panels on I-5 in this area because the dowel bar technique had not yet been developed when that pavement was originally placed. But when we place new concrete pavement, like we're doing on the southbound exit ramp to S. 320<sup>th</sup>, it's standard practice to include dowel bars to make the pavement last longer.

## How Are We Doing?

To keep WSDOT accountable to the public, we publish a report each quarter called *Measures, Markers and Mileposts*, also known as the *Gray Notebook*. In this report, we share the performance of WSDOT's programs and projects. We invite you to visit our [accountability Web site](#) where you can access the full text of this report, or pick and choose topics that interest you from the [Gray Notebook subject index](#).

Want to find out how Washington's pavement roughness compares with other states? Which two states rank above Washington in seat belt use? You can find this information and much more in the *Gray Notebook*. We've even broken down the typical costs of state highway maintenance per year, per car for 2004. For example, we spent \$1.97 per car on pavement maintenance, and we spent almost as much per car on litter control as we did on traffic signal maintenance.

We'd like to hear your thoughts on the *Gray Notebook*. You can e-mail Daniela Bremmer, Director of Strategic Assessment, at [bremmed@wsdot.wa.gov](mailto:bremmed@wsdot.wa.gov) or Transportation Secretary Doug MacDonald at [MacDonD@wsdot.wa.gov](mailto:MacDonD@wsdot.wa.gov).

## Highway Advisory Radio Updates

Tune your radio to **AM 1520** to hear a new project update each week on I-5 in Federal Way. Questions or comments? E-mail Laura Johnson at [JohnsoL@wsdot.wa.gov](mailto:JohnsoL@wsdot.wa.gov).

## Sign Up!

Did a friend or colleague send you this e-mail? To join our list, send an e-mail to [JohnsoL@wsdot.wa.gov](mailto:JohnsoL@wsdot.wa.gov) with "subscribe" in the subject line. You'll receive a subscription confirmation, and then you'll receive the I-5 – South King County Projects update directly each week.

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